



WESTMINSTER TRAFFIC COMMISSION

Minutes of the Regular Meeting

City Council Chambers, 8200 Westminster Blvd.
Tuesday - March 29, 2011

CALL TO ORDER

A regular meeting of the Westminster Traffic Commission was called to order by Chairman A. Nguyen on Tuesday, March 29, 2011 at 6:13 p.m. in the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

SALUTE TO FLAG

Commissioner Carey led the members of the audience in the Salute to the Flag.

ROLL CALL

Commissioners Present: Diana Carey, Gilbert Cruz, Andrew Nguyen, Linh Nguyen and Ken Robbins (arrived at the Dias at 6:24 p.m.)

Commissioners Absent: None

Staff Present: Adolfo Ozaeta, Associate Civil Engineer; Corporal Mark Lauderback, Police Department and Veronica Johnson, Secretary.

APPROVAL OF MINUTES

The minutes of the Traffic Commission's regular meeting of February 22, 2011 were 3-0 with Commissioner Cruz abstaining and Vice Chairman Robbins not present.

ITEMS TO BE CONSIDERED

The first item to be considered at this evening's meeting was T.C. 74-212, Request to Install a Traffic Signal at the Intersection of Edwards Street and Homer Street.

T.C. 74-212 Edwards/Homer St.

Mr. Ozaeta directed attention to Exhibit A, an aerial photograph of the study area for clarification. Staff received a written request from Ms. Lynn Walker, 14221 Edwards Street #62, to consider a stop sign or traffic signal at the subject location. Ms. Walker was concerned with the speeding and the safety of pedestrians crossing on Edwards Street. In addition to her request, she provided a petition including 63 residential signatures for a signal light and crosswalk at the intersection of Edwards and Homer Street. Mr. Ozaeta stated that Edwards Street is uncontrolled and stop controlled along Homer Street.

Staff performed a thorough engineering study following the California Manual on Uniform Traffic Control Devices (MUTCD). This manual is standard across the state and country for consistency from one neighborhood to the next, from one city to the next and in between states so that

motorists are familiar with the uniform signage and markings.

Mr. Ozaeta explained that certain criteria must be met in order for a traffic signal installation to be successful. In order to evaluate if an installation has worsened or improved a situation, a comprehensive analysis is performed on each existing signal to see if it has been beneficial to vehicles and pedestrians. The state of California adopted federal guidelines that require eight warrants to be met at a location prior to a traffic control signal installation. He briefed the Commission over the Traffic Signal Warrants Worksheet which determined if warrants were met and the results from this particular study did not meet any of the eight warrants.

Corporal Lauderback informed the Commission that there have been 11 reported accidents since 2005. The majority of the accidents were not as a result of not being at a controlled intersection. One of the accidents was a minor rear end collision and two were right of way violations, which could have been avoided by a traffic signal. The motorcyclist killed last year was not due to the intersection not being controlled.

Mr. Ozaeta provided background on the City's Traffic Control Priority List to the new Traffic Commissioners.

STAFF'S

RECOMMENDATION

Staff's recommendation was to deny the request for a traffic control signal at the intersection of Edwards Street and Homer Street.

Bernadette Buretta, spoke in favor of a traffic signal installation on behalf of the Montessori Children's World located on Homer and Edwards. She is an employee and has witnessed three accidents at the school. Two of the accidents were coming down the hill, one being a motorcyclist who lost control and damaged the school's brick wall and the other was a white truck that took out the bus bench and pole in front of the school, which landed in their parking lot. There is constant speeding, screeching, braking and honking. The merge lane and big rigs speeding from American Asphalt is an issue.

Arlene, Director of the Montessori School, spoke in favor of traffic signal installation. She stated the speeding and volume of cars are the biggest issues. The children who attend the school have been moved away from the front

corner classroom in fear of something happening. There should be a stop sign or slow for school crossing.

Ralph, resident of 36 years, spoke in favor of traffic signal installation because the traffic is getting worse and it is hard to get in and out of Homer. He signed the petition because he does not want anyone killed there.

Peter Quinata, resident almost all of his life, spoke in favor of the traffic signal installation because it is difficult to turn left out of Homer. He also stated that the beacon should be more predominant.

Noreen, an employee at the Montessori School who lives across the street, spoke in favor of traffic signal installation because of the speeding cars and she fears for the safety of the children who attend the school. She questioned if she is jaywalking when she crosses the street to and from the school and explained that her husband's car was hit by the white truck when it was parked in the school parking lot.

Carole Cappariccio, resident at Wynn and Westminster for almost 40 years, spoke in opposition of traffic signal installation because it would impede everyone on Walt and Sunside Avenue. She does not believe it will help the volume of traffic and would like to request an opening on both streets to get in and out of if the signal is implemented. The hill, merge lane, beacon and increased speed limit is the issue. The beacon needs to be relocated and there needs to be more traffic officers issuing tickets to slow the traffic down. There is not enough time for a big rig, driving from the top to the bottom of the hill, to stop at a traffic signal; this would only create a back up of traffic.

Mr. Ozaeta added that he had received five residential calls in favor and one call in opposition to traffic signal installation. He also elaborated on the use of the traffic counters and stated that stop signs or traffic signals are not to be installed to curb speeding.

Corporal Lauderback gave details on jaywalking and differentiated between marked and unmarked crosswalks.

Mr. Ozaeta disclosed that studies showed that marked crosswalks were found to be more dangerous than unmarked crosswalks because of pedestrian perceptions of empowerment within the markings. In his professional opinion, a traffic signal would not be the recommended

action and he would propose improvements such as relocating the merge lane before Homer Street and adding a right turn lane before the intersection.

Vice Chairman Robbins was opposed to the traffic signal installation for two reasons; first, drivers are distracted when there is an event at the park and secondly, the school should put up barriers for protection. The police force should monitor the commercial vehicles to slow them down. A traffic signal placed at the intersection would only create rear end accidents due to the trucks needing a longer distance to stop.

Commissioner Carey stated that this location is very hazardous. Her granddaughter attends the Montessori School and it is very hard to exit out of the lot due to the solid wall facing Edwards and the speed of traffic coming from over the hill. Possibly a speed feedback sign or rumble strips may help slow down the northbound traffic.

Mr. Ozaeta stated they could replace the old beacon with a new LED beacon and put into operation a speed feedback sign.

Commissioner Cruz questioned why the speed limit was increased from 35 mph to 40 mph and Mr. Ozaeta explained the speed trap laws and that speeds are set by the 85th percentile of speed that vehicles are traveling. This calculation results from the speed of vehicles during off peak hours throughout the day.

Commissioner Cruz suggested highlighting the speed signs and Mr. Ozaeta stated they could place additional speed signs and markings.

Commissioner L. Nguyen agreed with staff's study due to the warrants not being met; however; he is still concerned with the speed of traffic. He would like for the police to issue citations and enforce the speed limit in order to avoid future resident complaints.

MOTION

Commissioner L. Nguyen moved to approve staff's recommendation to deny the request for a traffic control signal at the intersection of Edwards Street and Homer Street., seconded by Commissioner Carey.

VOTE

The motion was carried by a 5-0 vote.

T.C. 76-188
Bushard Street

The second item for discussion was T.C. 76-188, Request to install "Keep Clear" pavement markings on the West side of Bushard Street at Westminster Colony (North and South driveways).

Mr. Ozaeta directed attention to Exhibit A to view the subject location. Staff received a written request from Thanh Phan, President of Westminster Colony HOA, to install pavement markings. He is concerned with the frequent backup of vehicles travelling south on Bushard Street due to the backup of traffic from the signal light at Bolsa.

The City adopted five criteria to be met in order for a "Keep Clear" marking to be installed. Mr. Ozaeta briefed the Commission over the five qualifying conditions and explained they were established for consistency and safety. Staff's study at subject location did not see the backup of traffic claimed and none of the necessary criteria were met.

Patrick Love, 20 year resident at Westminster Colony, spoke in favor of the pavement markings. The morning traffic backs up to Fieldbrook and you have to be aggressive to make a left or right turn. Traffic is getting worse and an accident is waiting to happen.

Ricardo, 10 year resident at Westminster Colony, spoke in favor of the pavement markings. The traffic gets busier each year, especially during peak hours. One cannot get in and out.

Thanh Phan, President of Westminster Colony, spoke in favor of the pavement markings. The majority of residents are elderly and have asked for him to pursue the request because they cannot make the left turn into the community. They do not want any more accidents to occur.

Mr. Ozaeta added that he had six residents call in favor of pavement markings.

Commissioner L. Nguyen questioned if a center lane pocket could be implemented on Fieldbrook for motorists to wait and Mr. Ozaeta explained they had a similar request on Madison and it could not be implemented because you have to transition the lane back 280 feet. This would eliminate parking along the school and the City of Garden

Grove was not supportive of eliminating parking due to the accident reports not revealing an accident problem.

Commissioner L. Nguyen confirmed he had seen the back up of traffic.

Resident stated that there are only two exits and something has to be done for the residents in case of an emergency.

Vice Chairman Robbins lives in the area and frequently drives this route. He has never witnessed the traffic being heavy except during special events. He is not in favor of pavement markings.

Commissioner Carey investigated the area last Saturday between 11:30a.m.-12:00p.m. and did not see the back up of traffic claimed. She found it to be very dangerous to make a left turn at Fieldbrook and Madison.

Commissioner L. Nguyen sympathizes with the residents; however, the criteria has not been met. We should rely on the courtesy of the drivers.

Than Phan understands the denial by Garden Grove. It is difficult to make a left turn at Fieldbrook and will notify the residents to make a left turn at Rosewood. He is still requesting a "Keep Clear" due to the back up of traffic from the Vietnamese community during the holidays.

STAFF'S

RECOMMENDATION Staff's Recommendation was for the Commission to deny the request to install "Keep Clear" pavement markings on the West side of Bushard Street at Westminster Colony.

MOTION

Vice Chairman Robbins moved to approve staff's recommendation to deny the request to install "Keep Clear" pavement markings on the West side of Bushard Street at Westminster Colony for both north and south driveways, seconded by Commissioner Carey.

VOTE

The motion was carried by a 5-0 vote.

NEW BUSINESS

Commissioner Carey provided updates and a packet on the West County Connectors report. The main connector affecting the City is the Valley View bridge overpass due to the combination of improvements to the 22 and 605 freeways.

Mr. Ozaeta explained that Corporal Lauderback, Sergeant Finley and himself would be attending an Emergency Response meeting to discuss matters due to similar situations that Commissioner Carey just spoke of.

Commissioner Carey questioned how we identify potholes that need to be repaired. Mr. Ozaeta explained a pothole is filled once it is reported. Staff walks an entire road prior to reconstruction of roadways to identify deterioration. If a segment of a roadway is unbearable, the City's asphalt contractor can temporarily treat an area.

Commissioner Carey identified a pothole on the north side of Westminster at Springdale Street heading west. Mr. Ozaeta explained he will notify the contractor of the slurry seal project prior to their commencement. She also pointed out cracks in the asphalt northbound on Valley View at Garden Grove and Mr. Ozaeta explained they had contacted the contractor whose work may have resulted in the issues to have those items addressed. The City and OCTA's agreement will allow reimbursement of \$100,000 for their efforts.

Commissioner Cruz identified a pothole on 21st Street on the Westside of Beach Boulevard. Mr. Ozaeta stated he will notify the capitol improvements engineer.

Commissioner L. Nguyen raised concern of an uncontrolled intersection due to the northbound traffic on Kramer and the southbound traffic on Moran Street. Mr. Ozaeta explained staff will access the area and bring this item back to the next meeting.

Commissioner L. Nguyen expressed gratitude to staff for their studies and reports provided as it helps the community and commissioner to understand their motions.

Vice Chairman Robbins apologized for being late.

OLD BUSINESS

Commissioner Cruz motioned to unapprove the approval of the January 25, 2011 minutes due to an insufficient number of Commissioners able to vote on the item, seconded by Commissioner Carey. Motion was carried by a 5-0 vote.

Commissioner Cruz motioned that the minutes of the January 25, 2011 minutes go unapproved, seconded by Chairman A. Nguyen. Motion was carried by a 5-0 vote.

**INFORMATION
& REPORTS**

Mr. Ozaeta informed the Commission that during the West County Connectors project a gas line was disturbed. They proceeded to close the north and southbound freeway at Bolsa Chica; as a result, the traffic from the 405 freeway was detoured into the City and he was able to adjust the signal timing from the Traffic Management Center to help alleviate the traffic from 12:00 pm – 10:00 pm.

**ORAL
COMMUNICATIONS**

There were no "Oral Communications" items presented to the Commission at tonight's meeting.

**WRITTEN
COMMUNICATIONS**

There were no "Written Communications" items presented to the Commission at tonight's meeting.

**ITEMS
COMMISSIONERS
MAY WISH TO
DISCUSS**

There were no "Items Commissioners may wish to discuss" items presented to the Commission at tonight's meeting.

**ITEMS STAFF MAY
WISH TO DISCUSS**

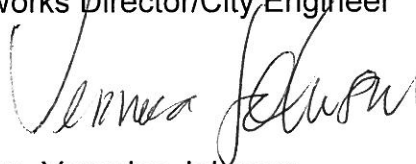
Ms. Johnson will be providing the Commissioners with their business cards, nametags, and nameplates and the next meeting.

ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 8:01 p.m.

Respectfully Submitted,

Marwan Youssef
Public Works Director/City Engineer

A handwritten signature in black ink, appearing to read 'Veronica Johnson', written over a faint, larger signature.

By: Veronica Johnson
Secretary